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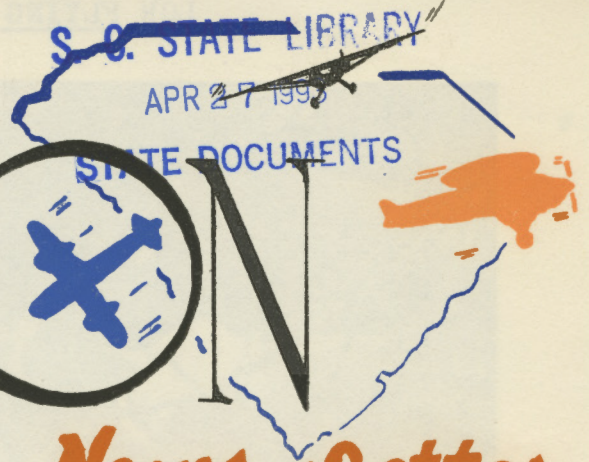
South Carolina



AVIATION

News Letter

PUBLISHED BI-WEEKLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION



VOL VII

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NO. 23

NEWSLETTER TAKES ON NEW LOOK



Mrs. Jean Williams,
Commission Secretary,
prepares Newsletter

The South Carolina Aviation Newsletter takes on a new look with the publication of this issue. In order to better serve the flying public of the State, conversion to Multigraph-Multilith off-set process of reproduction has been made.

The Aeronautics Commission feels that the use of pictures to illustrate happenings of events within the state will serve to keep our flying family better informed and further the interests of General Aviation.

The use of the new process requires extra time in the preparation of plates, but it is felt that the time will be well spent if we can bring you a better News-Letter that will serve to keep you informed pertaining to aviation.

Comments and suggestions for the further improvement of the Newsletter will be welcomed. Contributions and pictures of newsworthy events will also be welcomed. Pictures must be glossy prints in order to be acceptable, and of course the events must pertain to aviation.

WALTERBORO BREAKFAST MEET RAINED OUT - GEORGETOWN NEXT

The Breakfast Club meeting of Sunday, November 24th, was rained out at Walterboro. Although ceilings lifted in the northern part of the state by nine o'clock, Charleston was still giving 300 feet and half a mile at that time.

The next meeting will be at Georgetown on December 8th. No Club cards will be mailed as this will serve as notice of the meeting. Georgetown has always provided a good breakfast for the group as well as entertainment and tours of the International Paper Company's Mill in that town. Let's have a good turnout for this meeting and plan on arriving by 9:30 AM.

USE OF RADIO REQUIRED FOR PRIVATE LICENSE

A bulletin from Henry S. Foster, CAA Safety Agent, Columbia, dated November 18, 1957, is intended to clarify the provisions of Civil Aeronautics Manual 20.35-1. The bulletin in substance follows:

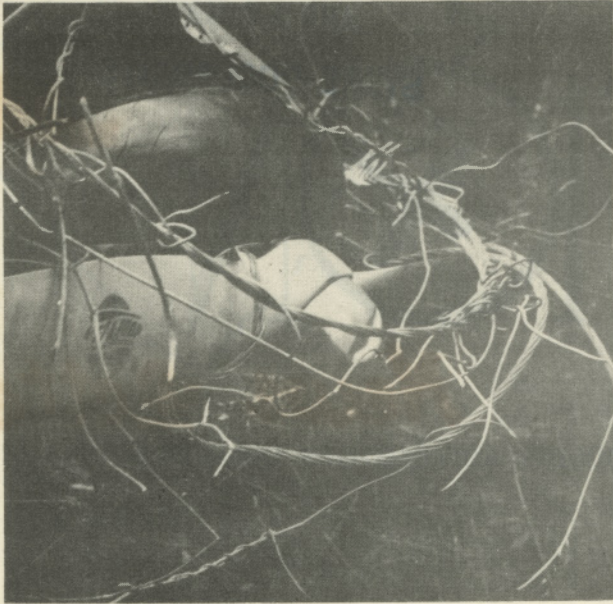
Civil Aeronautics Manual 20.35-1 requires a demonstration of the use of radio aids to VFR navigation on all private pilot flight tests, except those tests given at locations where the reception of radio navigation aid signals is impossible. This demonstration requires the use of an airplane equipped with a radio receiver.

For flight tests conducted where radio stations or range legs are so distant as to make a demonstration of their use impossible, the inspector or examiner must determine by any available means that the applicant can tune an aircraft receiver, identify range stations tuned in, and correctly interpret and use the signals received.

No applicant should be relieved of this flight test requirement because he furnishes an airplane for the test which is not equipped with a radio receiver.

We do not anticipate a relaxation of this requirement.

LOW FLYING TAKES LIFE OF HARTSVILLE MAN



Eugene C. Rutherford, 44, of Route 1, Hartsville, apparently enjoyed flying low along the highway from the airport to his truck stop about eight miles north of Hartsville on US Highway 15.

They say that one picture is worth a thousand words. Well, pictured above are a couple of thousand words describing what happened to him. Note that in the picture at the left there are a couple of strands of Pee Dee Co-Op cable wound around the prop. The picture at the right shows the result of the contact.

Witnesses to the accident, who a few minutes before were waving to him, described his flight under several strands of wire stretched across the highway and his pull-up into the Pee Dee power cables.

If a lesson can be learned from these pictures, they will have served their purpose.

NOTAMS

CHARLESTON: VOR and DME shut down until further notice.
CHARLESTON: Runways 3-21 and 15-33 alternately closed during daylight hours for extensive construction. 1st 1000 feet NW end runway 15-33 closed to all operations.
(When the tower tells you to land beyond the orange markers on an approach from the northwest, you'd better do it or hit a jet barrier stretched across the runway at that point.)
FLORENCE: Florence Radio VOR radials 225° through 250° out of tolerance. Roughness and bends.
GREENVILLE: Intensive activity by C-124 type aircraft within 25 miles of GRL range. All pilots exercise extreme caution and if possible avoid flight in proximity to Donaldson AFB.
SUMTER: NW/SE runways closed due to construction.

TEMPERATURE-DEWPOINT SPREAD IS IMPORTANT

At this time of year it is easy to get caught over a fog layer when flying at dusk or in early morning. Even on short flights sudden fog can catch you unawares. Check temperature and dewpoint spread before every flight for added safety.

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